



# ST. LOUIS POST-DISPATCH

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## WALL STREET RAIL STOCKS ARE BID UP VIOLENTLY

New York Central Sent Up  
16 Points to Record Price  
of 235 and Union Pacific  
Nearly 13 Points to Peak.

### UTILITIES REACT AS PROFITS ARE TAKEN

Operators for the Advance  
Switch Into Railroad  
Group When Realizing  
Sales Affect Utilities.

By the Associated Press.

PARIS, July 13.—Operations for the advance were pressed with unremitting vigor on the stock market today, switching into the rails when the utilities began to lag under the pressure of realizing on their violent upturn of yesterday. Profit taking was well absorbed, most losses being restricted to a point or less.

There was little in the day's news to effect the market, although the well-and-business reviews again stressed the exceptionally high rate of activity in several rail and industrial trades. Traders, however, were in general exercise caution, fearing that the market had reached an overbought condition in yesterday's sharp upturn.

**Call Rate Carried Over.**

Yesterday's call money rate of 8 per cent carried over the weekend, and although Wall street still persists in its belief that better credit conditions cannot be far away, bankers held out little hope of substantial improvement for several days, as New York banks appear to have made little headway in paying off the heavy borrowings from the Federal Reserve which were necessitated by the July 1 credit requirements.

The day's corporation news was meager, but contained the half-year earnings report of American Telephone, showing net income for the period of \$80,502,096, contrasted with \$63,671,769 in the like period of 1928.

**Violent Rise in Rails.**

The rails, however, had one of their most violent advances of the year. New York Central was sent up 16 points to a record price at 235, and closed at 222, Union Pacific was up nearly 12 points to a peak at 265, Chesapeake & Ohio, Atchison and Colorado & Southern mounted 8 to 9 points to record tops. Pennsylvania, Rock Island, Frisco, Katy and Delaware & Hudson were sent up 4 to 7 points to record high ground.

Communications issues were also buoyant, American Telephone, International Telephone and Western Union up 3 points or so to new peak levels, though power stocks were generally under pressure. Commonwealth jumped nearly 7 points. Air stocks were also strong. Curtiss, Wright and United selling up 2 to 4 points.

**Coppers Are Heavy.**

Marked heavier than the coppers was somewhat unsettling, such issues as Anaconda, Greene Cananee and Kennecott losing from 2 to 4 points. United States Steel, after rising a point to a record price at 204, declined to close with a fractional loss. In the utilities, Public Service of New Jersey lost nearly 8 points, and Consolidated Gas about a point.

Industrial exchanges were dull and practically unchanged. Sterling Cables however, near the incoming gold point at \$4.85.

Wheat features the commodity markets with an extraordinary upturn of about 5 cents to 29 1/2 cents.

Reports of floods in Kansas and reduced Northwest crop estimates, corn was high, selling about a cent higher than bearish weather forecasts and bullish Argentine advances. Cotton closed slightly lower.

**It Sure Looks Good.**

Closing stock prices with other tables and market news will be found on pages 8, 9 and 10.

### HODIMONT CARS REROUTED

They Run on Franklin Avenue Instead of on Wash Street. The Public Service Co. today put into effect its rerouting of Hodimont cars over Franklin Avenue from Leffingwell Avenue to High Street, instead of running over Wash street as heretofore.

The Hodimont cars now use Franklin all the way from Grand Boulevard to High street. The rerouting is expected to improve running time and traffic conditions.

**Special "French Night" entertainment at Plantation tonight and Mon. P.A. 0660.**

## POLISH PLANE SEEKS TO LAND AT AZORES

"Marshal Pilsudski" Which Left Paris  
Ahead of Capt. Costes in "Question  
Mark" Bound for New York, Re-  
ported Close to Horta.

By the Associated Press.

HORTA, Azores Island, July 13.—A radio report to Horta tonight said the Polish aviators urgently wish to land in the Azores. The radiogram gave their position as 50 kilometers (30 miles) distant from Horta. There are no regular airfields or landing fields on the Azores.

By the Associated Press.

PARIS, July 13.—A radio report from Madrid says that the French plane "Question Mark" flew over Gijon, Northern Spain, at 10:40 o'clock this morning. Greenwich time 4:10 a. m. St. Louis time.

The Air Ministry announced this afternoon that the British steamer Esperance Bay, then off Cape Finisterre, heard the French trans-Atlantic plane, "Question Mark," at 12:08 p. m., Greenwich time (6:08 a. m. St. Louis time).

Cape Finisterre is about 750 miles from Le Bourget Field, the course followed by the French airmen. They covered it in seven hours and 40 minutes, indicating an average speed of 100 miles an hour.

LONDON, July 13.—The master of the steamship Memorial Castle this evening sent to the Associated Press this message intercepted from the steamship Ithakos:

"At 9 a. m., Greenwich time, 3 a. m. St. Louis time, position: Latitude 46.23 north, longitude 9.08 west, we sighted a white biplane flying at a height of about 150 feet in a westerly direction. Weather fair and moderate, winds east northeast."

STEAMSHIP CHESAPEAKE, July 13 (By Wireless to the Associated Press via Steamship Albermarle)—At 9 a. m. to 2:10 p. m., Greenwich time (8:10 a. m. St. Louis time) a wireless communication with the Polish airplane. Gave our position and weather by request. Heard French airplane wireless American steamship Davenport in our vicinity 1:32 p. m. Didn't sight either airplane.

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## ENDURANCE PLANE LANDS, WAS IN AIR 246 HOURS

Fouling of Tail Controls Puts Sudden End to Test After More Than Ten Days of Flight.

### MEN AND MOTOR ABLE TO KEEP ON

Mendell and Reinhart Surpass Old Record by More Than Three Days—Their Condition Almost Normal

By the Associated Press.

CULVER CITY, Calif., July 13.—The long flight of L. W. Mendell and R. B. Reinhart came to a sudden end yesterday afternoon when the tail group of their biplane Angelino was fouled, causing a tail flutter and forcing them to land.

The flyers set a new endurance flying record of 246 hours, 43 minutes, 32 seconds—a mark far beyond 174 hours, 55 seconds, established by Byron K. Newcomb and Roy L. Mitchell of Cleveland.

An examination of the flyers and their second-hand 220-horse-power Wright whirwind motor immediately after the flight's end disclosed that both men and engine still were in good condition and might have continued indefinitely had not the tail flutter developed.

"We have to give the engine credit for everything," said Mendell as he clambered out of the plane. "Never before has an airplane engine done anything like this."

And so it was the flyers themselves. A physician who examined them indicated that the long grind had not seriously harmed them. The flight, which after breaking all existing endurance records turned into a duel between man and motor, ended in a draw so far as that angle was concerned.

The plane, a second-hand Buhl airspeed, touched the landing field at 2:13:02 p. m., yesterday (4:13:02 St. Louis time). The take-off was at 7:29:30 a. m., July 2, (9:29:30 a. m. St. Louis time.)

Debris which collected on the stabilizer of the plane, coupled with a broken, frayed cover which was torn off the cabin of the Angelino all but forced the endurance craft out of control and abruptly ended its unprecedented flight.

As the flyers climbed safely out of their plane, a haggard sort of smile on their bearded, oil-splattered faces, they praised the motor which would not quit and protested the turn of fate that had denied them the opportunity to test their prowess in a fight to the finish with the second-hand power unit.

The end came shortly after Mendell and Reinhart had requested a thirty-eighth refueling contact. As the auxiliary ship took the air and gained its position over the endurance plane, the Angelino, with tail group wobbling badly, slipped away and landed sharply before the 5000 persons who were watching the refueling attempt were aware that the hardy adventurers had come to the end of their flight.

**Physical Condition Good.** Mendell looked hale and hearty, while Reinhart, a bit pale, summoned as he attempted to walk away from the plane. Both flyers later said they found themselves strangely weak on their feet.

Mrs. Ila Reinhart greeted her husband with a vigorous embrace before the pilots, in the face of protests, were whisked away to a hospital for physical examination and a complete rest.

Dr. Fredrickson, who examined them, said that their condition was "much better than might have been expected."

"The temperature, blood pressure and pulse of each was about that which a person would show after violent exercise under ordinary conditions, with the exception that the return to normal was slower."

"While they came through fine, I wouldn't want to see anybody else attempt it."

Mendell and Reinhart both complained of slight deafness, but this had almost cleared away by the time they were interviewed at their resting place at a hotel. There they issued this statement:

"We are awfully proud of having the honor to hold the endurance record for refueling. We wish to take this opportunity to express our thanks and appreciation for all the help and encouragement rendered us during this flight."

"In setting this record we have put it in the air and it was our intention to make it 246 hours, but due to debris that had collected on the stabilizer and to the hatch blowing off and cutting a hole in the stabilizer of the Buhl, excessive vibration was caused and we were forced to land 53 hours short of our goal."

"But we are very happy that we have won all records by over 72 hours. We desire at this time to thank the thousands of people all over the United States who have sent telegrams and letters of encouragement during the flight. They will never know how those

### After Ten and a Quarter Days in Air



—Pacific & Atlantic photo by wire.

R. B. REINHART and L. W. Mendell after landing the biplane Angelino in which they set a record of more than 246 hours in the air. Reinhart is at the right, Mendell at the left, and A. E. Manus, manager of the airport, in center.

## Public Overcharged for Depreciation, City Holds

Continued From Page One.

preciation reserve fund was legiti-

mately used for betterments of the

property. He stated that the re-

ceiver's report listed these expendi-

tures for plant improvements

and equipment which it does,

although not specifically out-

lined, that the money used came

from the depreciation reserve fund.

The complaint filed by the city

was under a section of the Public

Service Commission law authoriz-

ing the setting up of a depreciation

reserve fund, providing that it may

be used only for depreciation pur-

poses, and requiring that the in-

come from investments of the fund

shall be placed in it.

Under the receivership the com-

mission authorized the setting

up of a \$1,500,000 above require-

ments it reduced the amount to

\$800,000 a year.

### \$5,369,000 to Zero.

Including a balance of more than

\$2,000,000 in the fund

which received took over the

property in the eight years of receiver-

ship was in excess of \$4,000,000.

The city's complaint set out that

the company's reports to the com-

mission show that a credit balance

of \$2,663,931.88 Nov. 30, 1927, the

last day of the receivership, had

been reduced to zero the following

day, when the Public Service Co.

took charge.

**Detailed Audit.**

In the preparation of its com-

plaint the city took as a basis for

its allegations a Public Service

Commission audit of the company.

This showed that the credit bal-

ance in the depreciation reserve

fund Jan. 1, 1919, was \$2,256,631.

Each year the company credited

the fund amounts varying from

\$1,800,000 to \$1,659,268. The total

addition for the period from 1919

to 1926 being \$12,200,557.

During that period the company

charged to the fund annual

amounts varying from \$1,594,934 to

\$15,800,000. The total for the eight

years being \$8,117,759. Thus the

credit balance at the end of 1926

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## Of Making Many Books

JOHN G. NEIHARDT

### McCabe on Religions

THE STORY OF RELIGIOUS CONTROVERSY. By Joseph McCabe (Stratford).

It is said that Joseph McCabe spent 20 years in the preparation of this book, in which he has undertaken to prove that all religion is absolutely foolish and harmful to mankind. Whether or not he has wasted his time and will make that of his readers, is a question for the reader to answer in a way best calculated to flatter his own persuasion. Since religion is hardly a matter of reason, it is hard to see how it can be demolished by reason; for one who has ceased to feel his religion as a mystical experience has already lost it and his mental operations concerning the subject thereafter are only a rationalization of his loss.

Joseph McCabe presents the results of a vast amount of scholarly research here; but it hardly appears that his discussion is concerned at all with essential religion. He discusses only dogmas and institutions—which surely is another matter. He proclaims the "triumph of materialism," and, while insisting that he is not dogmatic, asserts none the less dogmatically that nothing can be true that the scientific mode of thought, as now understood, has failed to explain. Perhaps there are innumerable ways of being superstitious.

Two Boys in South American Jungles. By Grace B. Jekyl (Dutton).

Grace B. Jekyl, author of this story for boys, is the wife of a member of the engineering firm that built the Madeira-Mamore Railroad in the interior of Brazil. Her story is based upon her own experiences in the jungles. The "boys of the tale travel from New York to the tropics 1,700 miles up the Amazon and Madeira Rivers beyond the last outpost of civilization. Many thrilling adventures befall them. It is an excellent yarn.

The International Aspects of Electrical Communications in the Pacific Area. By Leslie Bennett Hopwood. Ph. D. (The Johns Hopkins, Baltimore).

The author points out that, just as the Mediterranean was once the center of the civilized world, and as the Atlantic is now, so will the Pacific Ocean be in the not distant future. Since propaganda is coming to be the greatest power in the world, the author deems it important to inquire into the advantages America may have in the matter of electrical communication when the Pacific shall come into its own as the center of the world drama. The study is issued as a contribution to the Johns Hopkins University.

Letters of Peter Plymley to His Brother Abraham Who Lives in the Country. By Sidney Smith, with an introduction by G. Heseltine (Dutton).

Sydney Smith, who was born in 1751 and died in 1845, was one of the founders of the Edinburgh Review. As Canon of Bristol Cathedral and of St. Paul's London, he became one of the most noted churchmen of his time. The letters, now republished, first appeared in 1807. He is commanded for his fine indignations, his scorn and contempt for mean and paltry men, his command of fighting words, his broad views, his wisdom and his vigorous and vivacious English."

U.S. Naval Captain Decorated by Three Governments, Dies

John G. Berry Had Been in Service Since 1886; at Sea 22 Years.

By the Associated Press.

Seattle, Wash., July 13.—Capt. Lewis A. Yancey and his trans-Atlantic companion, Roger Q. Williams, awoke this morning to find before their hotel balcony a hundred American students singing "The Star-Spangled Banner," giving college yells and boozing the flyers' names in all directions.

Rubbing their eyes, the American armen went down and shook hands with the students, signing autographs and posing for pictures.

The flyers went to the Centocelle military air field today with Maj. George E. Lovell Jr., American Attaché, where they inspected various planes including the Savoie 64 in which Ferrarin and Delprete had made their flight to Brazil.

Their achievements won for him the decoration of three Governments, including the Navy Cross of the United States, the Knight of the Crown of Italy, and the Knight of the Order of Avis of Portugal. He was born in Portland, Me., Feb. 27, 1866, and came to Seattle in 1926 from the Gulf Headquarters at Key West, Fla.

His widow, Mrs. Edith G. Berry, also a married daughter, who resides in Chicago, survived.

Adelphi Menjou Seeks Job

New York, July 13.—Adelphi Menjou, motion picture actor, who was on a liner Paris last night for France where he said he was going to seek a job in the motion picture industry. Menjou, who was accompanied by his wife, the former Katherine Carver, said he had been unable to arrange a satisfactory contract with any American producer since he completed his last picture in May.

Wind Clears Away Ice at Cape Chidley and Berlin-Bound Plane Is Released.

By the Associated Press.

Chicago, July 13.—Probably the Chicago Tribune's Berlin-bound plane will be held until tomorrow at Port Burwell on Cape Chidley, Labrador, was expressed by Robert Wood, Tribune aviation editor, in a dispatch to the newspaper.

The plane was thought to have passed yesterday with a southwest wind clearing away most of the ice, after Eskimos had aided the crew in chopping away ice cakes and pulling the plane to safety. It was slightly damaged Thursday night by a large floe in ice moved by the wind.

Weather remained unfavorable and prevalence of ice floes in the bay made an attempted take-off undesirable.

PILGRIMAGE TO LOURDES ON BONDS FOR FIRE EQUIPMENT

At Special Election Also Renews County Gas Company's Franchise for 20 Years.

Rome, July 13.—A great Italian pilgrimage set out for Lourdes.

Francesi, led by Msgr. Di Giacomo, Bishop of Calabria. Although it included a number of sick hoping for cures at the famous shrine, its main object was to pay homage to the Saint under whose protection Pope Pius has placed the Lateran treatise.

Harly had the ratification of those documents, putting an end to the 59-year-old "Roman question" been effected than the Pope designated the Virgin of Lourdes as their patron.

The gas franchise, which needed only a majority vote, carried, 572 to 258.

## LINDBERGH His Story in Pictures

By Dr. Francis Trevelyan Miller

A companion book to "We" which commemorates the epoch making achievements of Charles A. Lindbergh, America's young Genius of the Air. Here are 372 photographs in which Lindbergh's influence on aviation history and world history is indelibly pictured. Every Lindbergh admirer will want this book.

\$2.50 G. P. PUTNAM'S SONS New York

## RADIO BOARD ASKS COURT TO DISMISS HEARST APPEAL

Says Tribunal Has No Authority to Grant Stay Against Allocation of Press Channels.

By PAUL Y. ANDERSON, A Staff Correspondent of the Post-Dispatch.

WASHINGTON, July 13.—The Federal Radio Commission, in an effort to prevent court interference with its allocation of wave lengths, yesterday filed three motions asking the Court of Appeals here to quash the appeal entered Wednesday by the Hearst newspaper interests against the commission's decision allocating channels for press purposes.

Universal Service Wireless, radio subsidiary of the Hearst wire services, was one of a number of press associations and newspapers which appealed to the commission for continuation of its transoceanic channels to be used in the transmission of news. The commission ordered all the applicants to join in a single corporation for that purpose. Some of them did so, forming Press Wireless, Inc., and the commission this week allocated 20 short wave channels to it.

In appealing to the court from this order, the Universal contended that competition was the foundation of the success of American journalism, and that competition would be largely destroyed by the creation of a single news transmitting organization, even to the entire world.

Thus far, only about half a dozen newspapers and press associations have participated in Press Wireless.

For 30 days, beginning July 9, however, any qualified press association or newspaper may join the corporation by purchasing stock.

ROBERT HENRI, ARTIST, DIES AT AGE OF 64

Insurgent Painter Represented in Many Large Galleries—Won Prize at St. Louis.

By the Associated Press.

NEW YORK, July 13.—Robert Henri, American artist, died yesterday at his home here after a long illness. He was born in Cincinnati in 1865, was 64 years old. He is survived by his widow, who was Marjorie Organ of New York.

Mr. Henri was elected a member of the National Academy of Design in 1906 and of the Association of American Painters and Sculptors and the National Institute of Arts and Letters. He long had been considered an insurgent in art. In May, 1907, he withdrew two of his three pictures which had been accepted by the academy for its annual display, criticizing what he termed the narrow and unfair attitude of the academy toward young artists.

With John Sloan, head of the Society of Independent Artists, Henri and other advocates of nonconformity of the jury system in defending his position. Henri, however, never withdrew from the academy. His work is represented in many of the large art galleries in the United States.

The painter was a life member of the National Arts Club, honorary member of the Boston Arts Club and the Los Angeles Modern Art Society, and member of the Taos Society of Artists and the Society of Independent Artists.

Henri received his education in schools in New York, Cincinnati and Denver, Colo., and for a time lived in the West. He studied the Pennsylvania Academy of Fine Arts, Philadelphia, from 1886 to 1888, in Academie Julian and Ecole des Beaux Arts, Paris, from 1888 to 1901 and for years studied without instruction in France, Spain and Italy.

His painting "La Neige" was purchased by the French Government in 1899 for the Luxembourg Galleries. He won a silver medal at the Buffalo Exposition in 1901 and at the St. Louis Exposition in 1904; a gold medal of the Philadelphia Art Club in 1909; a silver medal at the International Exposition, Madrid, April, 1910; a gold medal at the Panama-Pacific Exposition, 1915; and the portrait prize of the Wilmington Society of Fine Arts in 1920.

First honorable mention went to Hodge J. Hanson of Mount Carmel, Ill., and second mention to George Sibschenthaler of Dayton, O.

The following values, at \$5000 each, were awarded in competition on a problem of designing a country estate on an island.

KIRKWOOD VOTES \$60,000

For French Engineers Reported to Have Talked with Paris During Vessel's Crossing to New York.

NEW YORK, July 13.—The New York Academy in Rome has awarded two fellowships in landscape architecture. It is announced that Charles R. Sutton of Ottawa, Ill., is the winner of a three-year fellowship and Thomas D. Price of Boston wins a two-year fellowship.

Sutton is a graduate of the University of Illinois and for the past three years has been employed in New York. Price is a graduate of Ohio State University and received his M. L. A. degree at Harvard. His studies in the plane was thought to have passed yesterday with a southwest wind clearing away most of the ice, after Eskimos had aided the crew in chopping away ice cakes and pulling the plane to safety. It was slightly damaged Thursday night by a large floe in ice moved by the wind.

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The gas franchise, which needed only a majority vote, carried, 572 to 258.

Are You Expecting Something—

Something to come your way?

If you are, you may find it in one of the many thousand classified offers which will appear in the Big Sunday Post-Dispatch tomorrow.

The bond issue proposal, which required a two-thirds majority, was voted \$15 to \$37. Or the sum, \$20,000 will be used to build a second fire station and new equipment will be purchased with the remainder.

Harly had the ratification of those documents, putting an end to the 59-year-old "Roman question" been effected than the Pope designated the Virgin of Lourdes as their patron.

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## Original of Character Jennie Carvel In Winston Churchill's "The Crisis"



## GERMANY SETTLES MARKS QUESTION WITH BELGIUM

Agrees to Pay France Equivalent to 500,000,000 Gold Marks or \$123,000,000, in 37 Annuities.

By the Associated Press.

BRUSSELS, July 13.—Negotiations between representatives of the German and Belgian governments for settlement of the long-pending marks question have been concluded and an agreement has been signed.

When the reparations agreement embodying the Young plan was recently signed in Paris, the Belgians made their acceptance of it conditional upon a definite settlement of the marks question involving the German marks left in Belgium at the end of the war which subsequently became valueless.

Under the agreement signed to-day Germany promises to pay Belgium 37 annuities beginning on March 31, 1930. The first will amount to \$13,769,200 Belgian francs (approximately \$3,855,000). Thereafter Germany will pay three consecutive annuities of \$184,160,000 francs (approximately \$5,156,000 francs) and two more annuities of \$22,716,000 francs (approximately \$6,235,000), eight annuities of \$172,176,000 francs (approximately \$4,825,000) and 17 final annuities of \$79,663,800 francs (approximately \$2,230,000).

Agreement Is Absolute.

Germany's undertaking is regarded as absolute because she agrees to pay these annuities even in the event of a moratorium intervening in the case of the Young payments, but in these circumstances payments to Belgium may be made in kind.

The Belgian delegates also discussed with the German representatives the basis of an understanding for the return of German property confiscated but not yet liquidated.

A definite agreement on this has not yet been reached.

The settlement gives Belgium more than that of the private yacht.

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WHY be WITHOUT capable HOME HELP? Make KNOWN your wants in these Columns and GET IT

## BOTH CHINESE AND INDIAN KILLS TWO MEN AND WOMAN WHO SPURNED HIM

Each Side Insists That Other Is Mobilizing — White Russians Thought With Manchurian Forces.

### TWO PEACE MOVES ARE CONSIDERED

Harbin Consul May Offer Mediation—Soviet Sends Envoy to Seek Diplomatic Settlement.

By the Associated Press.

MOSCOW, July 13.—Tass, the official Soviet news agency, said in reports published today that Manchurian troops had advanced to "the very frontier" of Eastern Siberia and Manchuria.

The Manchurian troops were said to include well-armed Russian White Guards. The dispatches carried advices of seizure by Chinese officials of the Chinese Eastern Railway.

There was no mention in the dispatches of Soviet military activity.

Harbin dispatches to Rengo, Japanese news agency, said Soviet troops had mobilized on the Eastern Siberian frontier.

The Tass dispatch read in part: "Simultaneously with news of seizure of the manchurian city of the Chinese Eastern Railway, came the report of concentration along Soviet frontiers of Manchurian troops fully armed and on a war footing, which had moved to the very frontier."

"According to the same reports Russian White Guard detachments which the Manchurian commandants intend to send forth on Russian territory were lined up with Manchurian troops facing the frontier."

"The report adds that the Chinese have arrested 40 Soviet railway workers. Local Manchurian and Enshashan, manager of the Chinese Eastern Railway, to have over the management to Chinese appointees. Enshashan on his refusal to grant the request was removed together with his aids and replaced by Chinese officials."

Harbin Placed Under Virtual Martial Law.

By the Associated Press.

TOKIO, July 13.—Harbin dispatches today said that the consular body there was considering mediation to seek a peaceful settlement of the Sino-Russian crisis precipitated by seizure of the Chinese Eastern Railway.

Rengo reported that the former Russian manager and assistant manager of the Chinese Eastern left for Siberia last night with their families and other Soviet officials, complying with the Chinese order for their deportation.

Chang Ching-hui, Governor of the Harbin district, forbade public meetings. Rigid penalties for violations were established and the city was placed under heavy police guard who instituted virtual martial law. Two Chinese gunboats anchored in the Sungari River near Harbin.

A Moscow dispatch received at the Chinese Eastern headquarters in Harbin said the Soviet Government had appointed L. B. Serebriakov, a member of the Transportation Commissariat, as plenipotentiary to proceed to Harbin to seek a diplomatic settlement of the problem. He was said to have left Moscow yesterday for Manchuria.

The situation continued to perturb Japanese official circles. A Government spokesman pointed out that Japan might be obliged to send troops to Harbin to protect interests of Japanese nationals, even if the trouble between Russia and China should not involve the Japanese-owned South Manchuria Railway.

Tokio Relieved at News of Russian Embassy.

By the Associated Press.

TOKIO: July 13.—Rengo dispatches from Harbin stated that L. D. Serebriakov was flying from Moscow to Manchuria to seek settlement of the new Sino-Russian crisis have served to allay much anxiety over the situation there. M. Serebriakov is a member of the Transportation Commissariat.

It was considered doubtful, however, that the Harbin authorities would consent to negotiate the Chinese Eastern question, and it was probable, therefore, the plenipotentiary would have to proceed to Nanking to confer with Dr. C. T. Wang, Chinese Foreign Minister.

Heads, Business Women.

By the Associated Press.

MACKINAC ISLAND, Mich., July 13.—Miss Marion H. McClellan of Ann Arbor, Mich., was elected president of the National Business and Professional Women's Clubs at the annual meeting yesterday.

\$2000 Bank Holdup in Wisconsin.

APPLETON, Wis., July 13.—After locking the cashier, his assistant and two customers in the vault, three men robbed the bank at Dales, Wis., 11 miles west of here yesterday or \$3000 in cash and escaped in an automobile.

Quarter Breed Wields Ax Then Uses Shotgun When Girl Refuses to Go Away With Him.

By the Associated Press.

MOUNT VERNON, Wash., July 13.—Angered when the white girl he loved refused to leave a farm house where she was staying, Joe Dailey, 35 years old, crippled quarter-breed Indian, killed the girl and two men and slashed an Indian girl with an axe yesterday. He was under guard in the county jail here today.

The dead are Mrs. Henry, 60, pioneer Skagit County settler in whose home the tragedy occurred; George Stump, 45, Everett rooming house proprietor, and Virginia Ray, 24, of Bellingham. May Hoffman, 28, was in a hospital near here with her head and arms slashed by an axe Dailey used to kill Stump.

Dailey appeared at the Henry farm early in the afternoon. "Put on your hat and come with me," he told Mrs. Ray.

She refused and when Stump urged her to stay, Dailey seized the axe, knocked Stump down and drove it into his head. When the Hoffman girl attempted to stop him he swung the axe on her. She fell under a table, insensible.

Henry slipped into the next room. Dailey followed him and getting possession of a 10 gauge shotgun shot Henry through the head, killing him.

Reloading the gun Dailey told officers he fired both barrels at Miss Ray. He reloading and shot again. The girl fell on the floor dead.

Meanwhile Miss Hoffman escaped through a hole in the roof and crawled to the road three-quarters of a mile away, where neighbors found her.

Sheriff's deputies were sent to the farmhouse, but before they arrived Dailey drove to Stanwood where he surrendered to Marshal William Jordan and told his story.

"They robbed me, so I killed them," he said. "I should have killed myself, too."

A fall a few years ago while working in the woods broke both of Dailey's legs.

**\$1,500,000 SUIT FOR BREACH OF PROMISE IS SETTLED**

Tulsa Divorce Gets "Liberal" Amount From R. A. Josey, Oil Promoter.

By the Associated Press.

TULSA, Ok., July 13.—A \$1,500,000 breach of promise suit brought 10 days ago against R. A. Josey, Tulsa oil man, by Muriel C. Standley, 23-year-old Tulsa divorcee, was dismissed yesterday after it was settled.

The amount was not made public but attorneys interested in the case said it was many thousands of dollars short of the \$1,500,000 which Miss Standley claimed Josey had provided for her in his will.

**FOUR HURT IN BUS WRECK**

St. Louis-Chicago Vehicle Driven Off Road to Avoid Collision. Special to the Post-Dispatch.

GREENVILLE, Ill., July 13.—Four persons were injured when the driver swung a St. Louis-Chicago Greyhound bus containing 22 passengers off the hard road to 11:15 last night, in order to avoid striking one of two speed cars which were coming from the opposite direction. The bus went into a culvert on the opposite side, a mile east here on Illinois Highway No. 11.

A Mrs. Gamach of Chicago, the most seriously injured, suffered a broken jaw. She is in a hospital in Vandalia. The other injured passengers, Jewell Lane of Elgin and Eola Toney, a Negro of East St. Louis, were able to go on to Chicago in another bus early yesterday. E. G. Allen of Collingsville, the driver, suffered a bruised chest and abdomen. Two years ago three persons were killed when a bus he was driving was hit by a train at Calumet City, near Chicago, and he was seriously injured.

**WILKINS BACK FROM EUROPE**

Plans to Start Next Expedition Into Antarctic Sept. 20.

By the Associated Press.

NEW YORK, July 13.—Sir Hubert Wilkins, explorer, returned from Europe yesterday on the liner Berengaria to complete arrangements for his next expedition into the Antarctic.

Final preparations for the departure will be completed on the Pacific Coast, Wilkins said. His expedition will leave Sept. 20, 1929, closed its doors yesterday on the Antarctic base he has already established, where he has two planes ready.

Knights of Tabor State Meeting.

Special to the Post-Dispatch.

MEXICO, July 13.—Morris Boscawik, brother-in-law of Ethel Terry, musical comedy star, who was questioned by police recently in connection with the \$10,000 in jewels from Miss Terry, was convicted of forgery last night. He and Aaron Moisek, who was convicted with him, were sentenced to from one to five years in the penitentiary. Miss Terry was married early this summer to Boscawik's brother, Benjamin Bogeaus, wealthy head of a hotel company.

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## Marriage Licenses Births Recorded Burial Permits

### MARRIAGE LICENSES

Samuel Trenor ..... 4145 Enright Besse Tolen ..... 1122 N. Seventeenth

W. H. Bogen ..... 4248 N. Eighteenth

Mark H. Bogen ..... 4248 N. Eighteenth

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**A.T. & T. HAS NET FOR SIX MONTHS OF \$80,202,096**

**Return Equal to \$6.18 a Share — Earnings \$3.03 for Quarter, Report of Company Shows—Plans of Company Reviewed.**

By the Associated Press.

NEW YORK, July 12.—The American Telephone and Telegraph Co. reports net income for the first six months of the year at \$80,202,096, equal to \$15.8 a share, against \$68,671,769 or \$15.17 a share, on fewer shares in the corresponding period of 1928.

The income for the quarter ended June 30, 1929, was \$35,555,617, or \$8.52 a share, against \$49,677,079, or \$15.15 a share, in the first quarter. The income account for the year just concluded showed a surplus of \$32,217,408, against \$18,642,816 on June 30, 1928.

President Walter Gifford said that further progress had been made in trans-oceanic telephony by the construction of a short wave directional radio telephone trans-mission station at Lawrenceville, N. J.

"To provide for future growth,

he continued, "an additional cir-

cuit to Europe and one channel to

Argentina are now in process of

construction. The radio telephone

channels to Europe will, it is ex-

pected, be continued as supple-

mentary to the telephone trans-

oceanic cable which the company

is preparing to lay."

**COTTON CLOSES LOWER**

**ON NEW YORK MARKET**

By the Associated Press.

NEW YORK, July 13.—The cotton market was lower yesterday with October contracts selling off to 18.12¢ on all cotton, and the market was lower on the weekend. Household and some local cottons were up and relatively easy. Live cottons and cottons were up.

The market closed barely steady at 18.12¢ on all cottons yesterday, promoted by a few more cotton cables.

Future closed steady at 18.12¢ on all cottons.

Imports closed steady at 18.12¢ on all cottons.

The decline, broad in considerable

areas, was covering which sent prices back to about yesterday's close.

The selling continued, however,

and the market was about 3 to 6 points

lower.

Liverpool cable reported that Bombay

decline there. The amount of cotton on

shipboard was clear at 63,000

bales, against 60,000 last year.

**New Orleans Cotton.**

NEW ORLEANS, July 13.—Cotton futures, steady at net decline of 5¢ to 7 points.

Imports, steady at 18.5¢ per bale.

Future, 18.5¢ per bale.

Imports, 18.5¢ per bale.

Future, 18.5¢ per bale.

## ST. LOUIS STOCKS

ST. LOUIS STOCK EXCHANGE, July 12.—Total sales amounted to 2425 shares, compared with 2425 shares yesterday. Bond sales were \$1,000, against \$1,000 yesterday.

Following is a complete list of securities traded in, with the dividend rates, sales, high, low, close and net changes. The closing bid and asked prices are also given:

## SECURITY.

Sales.

High.

Low.

Close.

Net.

Change.

Stocks.







## HUE BRAWL

## GOLDMANS AND ANDERSONS CAPTURE LEGION LEAGUE CHAMPIONSHIPS

U.S. TAKES TRACK  
MEET; ST. LOUIS  
BOY WINS TWICETWO TEAMS ARE  
DISQUALIFIED  
FOR VIOLATING  
CIRCUIT RULESRuth Says Bat  
Is as Lively as  
"Rabbit" Ball

By Babe Ruth.

You know with all this talk about the lively ball I'm surprised that some of the boys don't have something to say now and then of the lively bat. Even if the ball goes do when you hit it, the point is it's got to be hit first and even the jack rabbit won't climb a fence without someone on the working handle of the big stick.

Personally I'm not so sure the ball is any livelier than it was. It will go when you hit it, sure enough—but if you look over the pitching records, you'll see that the boys are not doing so much over the wall slugging against Quinn, Grove, Penhook, Hoyt, Sam Gray BABE RUTH and pitchers like that. I don't think the umpires are giving those fellows any different balls to pitch than they are the others.

To my way of thinking the whole thing is pretty much a matter of pitching. They say that old fellows always think back to other days as being better. Maybe I'm getting old, but I still believe that the pitchers of 19 or 15 years ago were a lot more stuff and pitched a lot smarter than the modern pitchers today. The trouble is that they're not developing pitchers any more. The kids on the sand lots who used to dream of growing up to be Mathewsons, Browns, Bowns and Benders, want to be Hornsby now.

The kids want to be outfielders and infielders. They want to grab bats and start swinging. They don't care so much about pitching any more—and very naturally if the kids don't practice the big leagues are hard up to find pitchers who will let kids grow up.

The lively bat is a laugh. Don't misunderstand me. I know the ball is livelier now than it was 15 years ago. Everyone knows that. The way outfielders play today proves it. But here's my point: I don't believe the 1929 ball is any livelier than the 1925 or the 1926 ball. It's lively and it goes—but it won't go if pitchers keep the swingers from connecting.

WILLIAMS TIES  
WORLD RECORD,  
BEATING WYKOFF

By the Associated Press.

VANCOUVER, B. C., July 13.—Running on a soft horse race track, Percy Williams, Olympic champion and idol of Canada, equalled the accepted world's 100-yard dash record of 9.3-5 seconds yesterday in the British Columbia midsummer athletic carnival to prove that he is still one of the greatest of sprinters.

Although the slightly built Canadian youth has been without competition for several months, he broke the tape one yard ahead of Frank Wykoff, Glendale (Cal) flash, in the first heat of the sprint events. John Fitzpatrick of Hamilton, Ont., was the third sprinter to qualify for the final race tomorrow.

Claude Bracey, rangy Texas ace, conquered an equally strong field of world famous cinder path artists when he won the second heat in 10 seconds flat. Eddie Tolian, Michigan's "midnight express" who captured both the 100 and 220 yard events at the A. A. U. meet in Denver a week ago, coasted into second place, being satisfied to take things as they came.

Milton Maurer of the Los Angeles Athletic Club, hung close to Tolian's heels to qualify for third.

Approximately 10,000 persons witnessed the opening of the two-day athletic carnival, which brought together the greatest band of sprinters that ever competed on the Pacific Coast.

The Goldmans Juniors clinched the North Side lead by defeating the Peers-Williams Hawks, 6 to 2, and Andersons, No. 54 won from the Peers-Williams Tigers, 10-2, to take the West End honors.

The Goldmans and Andersons No. 54 will meet Monday afternoon in the first elimination series. On the same day the Carondelet Stars and Stockman No. 3 will play off for the South Side League.

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## MAN INDICTED FOR MURDER LAYS HIS PLIGHT TO LIQUOR

E. F. Ware, Held as Accomplice in Killing of Patrolman McCormack, Tells of Downfall.

### ONCE \$700-A-MONTH SALESMAN, HE SAYS

Took to Drinking During Dull Season and Later Met Ex-Convict Sought for Holdup.

"I had a good job, but I couldn't leave the booze alone; it got me," is Eugene F. Ware's explanation of his part in the murder of Patrolman William M. McCormack, who was shot and killed, June 25, in a holdup of a cigar store at 2908 South Broadway.

Born of a good family, educated in private schools and provided with opportunities denied the average young man, he attained a lucrative position as an oil salesman through the assistance of a more successful brother.

Drunk for drunkenness a year ago, Ware tumbled during 12 months to the status of a hanger-on in saloons and an associate of police characters. As he tells it, a casual invitation from a former convict to "come along and get some easy money" led to his participation in the crime responsible for his present plight.

At police headquarters, Ware is watched constantly because of fear that he may attempt to take his own life. He talked freely with a Post-Dispatch reporter, being reticent only in an avowed desire to "keep my family out of this."

Ware is 33.

A man of medium height with reddish blonde hair, Ware is of strong build and a bit plump. He appears to appreciate a kind word from friendly detectives who call him "Gene" or "Kid." He is 33 years old and unmarried.

Born in St. Louis, he was sent to Smith Academy, the old preparatory school for Washington University, and remained there until he was 17 years old.

"I quit about three months before I was to graduate," he said, "and went to Oklahoma to work in the oil fields. My brother got me the job. I stayed there almost four years until the war when I volunteered for the Navy. I helped escort 32 ships across the Atlantic.

Entered Marine Service.

"When the war was over I took an examination for the merchant marine and served as a mate on the Mongolian and ships bound to Europe and South America until the officers' strike in 1929.

"Then I quit and went back to Oklahoma and the oil business. I sold oil in Oklahoma City and Tulsa for a company my brother was with. He went with the Lubritex Refining Co. of St. Louis and I got a job in the Oklahoma territory with the Lubritex concern.

"Then I started on the booze. Sometimes I made as much as \$700 a month, but there was a rainy season and I couldn't get around to my customers. I started drinking whisky and kept it up until I was discharged.

"I was out of a job for a while and then started to sell real estate in St. Louis, but I lost out on that, too. One night I was in a saloon on Page and told the saloon keeper my trouble. He gave me a job as bartender. There I became acquainted with Earl Reed.

Lost Job as Bartender.

"The saloon closed up and I was out again. Reed told me he would get me something to do and I stayed around his apartment. One day he said, 'Come on; I know where we can get some easy money.' I had been drinking and didn't realize it was going to be a holdup until we got into the cigar store and closed down the guitars.

Besides Ware, police are holding William P. Maloney, 21, who they say waited outside the store in an automobile, and Joseph Dabir, 28, who they say planned the robbery, but was not on the scene. Reed, 29-year-old ex-convict, said by the others to be the man who shot the policeman as he stepped from a rear room, disappeared after the others were captured. The arrests were made after a woman friend of Maloney had boasted in a home-brew joint that she knew the gang.

Closes Saloon.

After the issuance of murder indictments against the four men, police today mailed fingerprints and photographs of Reed to all cities in the country with a circular describing him as five feet, 11 inches tall, weighing 172 pounds, of heavy build, with brown hair, blue eyes and fair complexion. Chief of Police Gerk announced verbally that a \$1,000 reward would be paid for his arrest and conviction. His wife, Irene, and her 12-year-old daughter also are sought.

Except for Ware, all of the men had been arrested frequently. Ware was arrested once before, in 1925, for careless driving.

Since his financial reverses Ware has been living in a furnished room at 1819 Leavenworth, University City. His older brother, Walter H. Ware, seven years his senior, is a vice president of the Lubritex company and lives at 25 Washington Terrace.

### SOUGHT FOR MURDER



**EARL REED.**

CRIMINALS with the fingerprints, photograph and a description of Earl Reed, 29-year-old ex-convict, are being distributed nationally by the St. Louis police. He is sought as the actual slayer of Patrolman William M. McCormack in a holdup, June 25. A \$1,000 reward has been offered for his arrest and conviction. Three others are held as participants in the holdup.

### AUTO KILLS ST. LOUIS WOMAN IN CALIFORNIA

Mrs. Sophie Schulte, 4925 Kansas Street, Fatally Injured While on Vacation.

Mrs. Sophie Schulte, 48 years old, 4925 Kansas street, was fatally injured Monday when struck by an automobile while crossing a street in Los Angeles, Cal., according to word received yesterday by relatives.

Mrs. Schulte, with her husband, John H. P. Schulte, a clerk, and their daughter, Melba, was spending a vacation in California.

#### Auto Strikes Man, Speeds On Despite Policeman's Shots.

A small green coupe occupied by three men, which continued east on Chouteau avenue after seriously injuring a man at Thirteenth street last midnight, eluded Patrolman Schuster after he commanded an automobile and fired two shots during the pursuit.

The injured man, James Whittaker, 20 years old, a laborer, 1024 Hill street, is in serious condition at the hospital, suffering from skull fracture and lacerations.

Joseph Harrington, 24, 2406 Kienlen avenue, Wellston, suffered fractures of the skull and left leg at 4:45 p. m. yesterday, when his automobile collided with a machine driven by Lawrence Borremann, 25, Union boulevard, in front of 4548 Delmar boulevard. Harrington was taken to city hospital and Borremann was arrested.

Thomas R. Hawes, 33, a salesman, 3134 Rolla place, was seriously injured at 1 a. m. today when an automobile he was driving went into a ditch on Ashby place near Lackland road. Police reported he was treated for skull fracture.

Gilbert Luck, 21, Hickory street, suffered fractured ribs and internal injuries, and three companions suffered lacerations, when an automobile he was driving upset on the Sappington road, St. Louis County. His companions were Miss Bernice Summer, 1219 South Sixth street; William Reichling, 1523 North Eighth street, and Adrian Woodward, 2553 Lyon street.

#### PLANS FLIGHT FROM HAWAII TO LOS ANGELES AND NEW YORK

Erik W. Friman Awaits Arrival of Plane in Honolulu; Date Not Yet Set.

By the Associated Press.

#### SAN FRANCISCO, July 12.—

Three new attempts to establish airplane records were being planned today.

In Honolulu Erik W. Friman, upon his arrival from Hollywood, thence to Los Angeles and New York. He said he was being backed by a moving picture company.

The time for the takeoff from the mainland to Hawaii has been accomplished five times, but none has yet made the return trip.

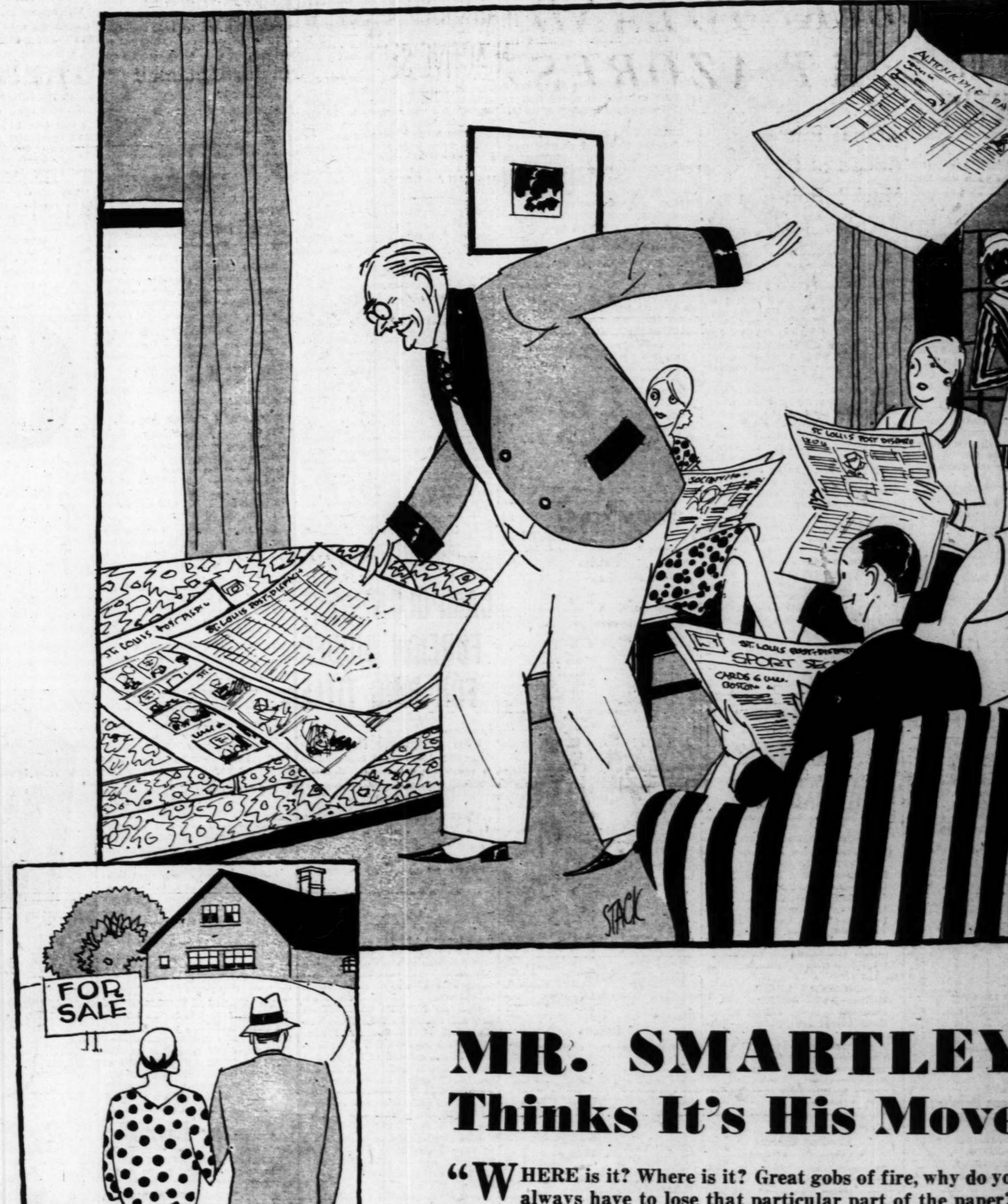
The advance party mapping the route of a proposed world flight sponsored by the Russian Government was in San Francisco today to make arrangements for the plane's arrival here. Andrew W. Petroff, head of the party, said the flight would be made by four persons in a tri-motored all-metal monoplane from Moscow, and following a route eastward including Alaska, San Francisco, New York, London, Paris and Berlin. The flight is scheduled for late in August or early September.

Lieut. Harold Bromley, flying the monoplane in which he plans a nonstop flight from Tacoma to Tokio, left here yesterday for Muroc Dry Lakes in the Mojave Desert where he expects to make load tests.

14 Deaths in English Fire.

GILLINGHAM, England, July 12.—Two more deaths last night brought the total casualties in the fire demonstration disaster here Thursday night to 14, with two other persons so seriously burned that they may die. Most of the victims were boys. The body of one remained unidentified.

# Doings of the Smartleys



Post-Dispatch supremacy in real estate advertising is unmistakable. During the first six months of 1929, the Post-Dispatch carried far more real estate advertising than all three other St. Louis newspapers combined:

POST-DISPATCH	1,056,720	Agate Lines
Globe-Democrat	607,800	Agate Lines
Star (No Sunday)	144,300	Agate Lines
Times (No Sunday)	88,500	Agate Lines

## MR. SMARTLEY Thinks It's His Move

"WHERE is it? Where is it? Great gobs of fire, why do you always have to lose that particular part of the paper?" Mr. Smartley wanted to know.

"Augustus, what is the matter?" asked Mrs. Smartley.

"What are you looking for, father?" chimed in Charlotte.

"Tell me. I'll find it for you, dad," said dutiful Aloysius, who was contemplating a loan of the family bus that evening.

"What am I looking for? Haven't I told you a dozen times? I want the real estate section . . . that's what I want!" Mr. Smartley shouted.

"Go ahead and tear the house down. I wish you would," Mrs. Smartley said. "I'm so sick and tired of trying to make this house look like the homes of our friends . . . people that haven't any more money than we have. Why can't we get out of here?"

"Well, if you wouldn't broadcast so much . . . if you'd just give me a chance to squeeze a word in . . . that's exactly why I want to see the real estate section," Mr. Smartley explained. "A friend of mine was telling me about some wonderful new houses just finished out his way. Those builders know their stuff . . . they'll advertise 'em in the Post-Dispatch."

Fiction—Fashions  
Household Topics and  
Women's Feature

SATURDAY, JULY 13, 1929.

STUDENTS  
OF  
EQUITATION



STUDENTS  
OF  
EQUITATION



FANCY  
STUFF



EXCEEDINGLY  
SWAGGER

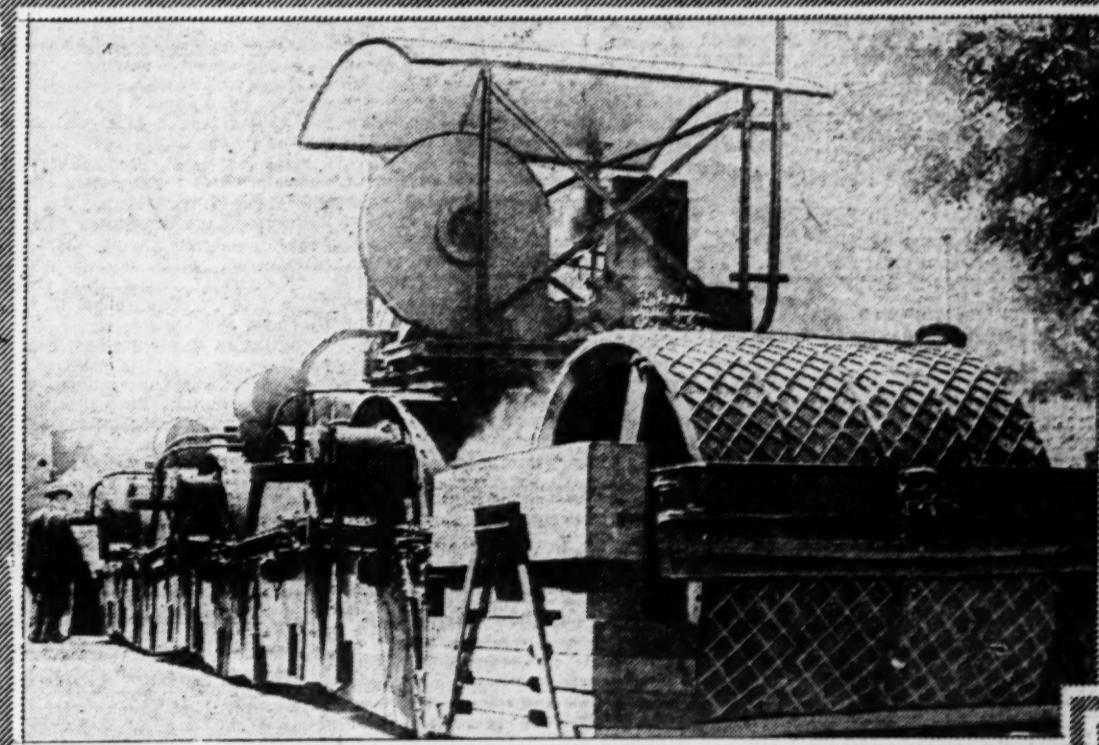


Citizen soldiers go-  
ing over the jumps at  
Fort Myer, Va.  
—International Newsreel.

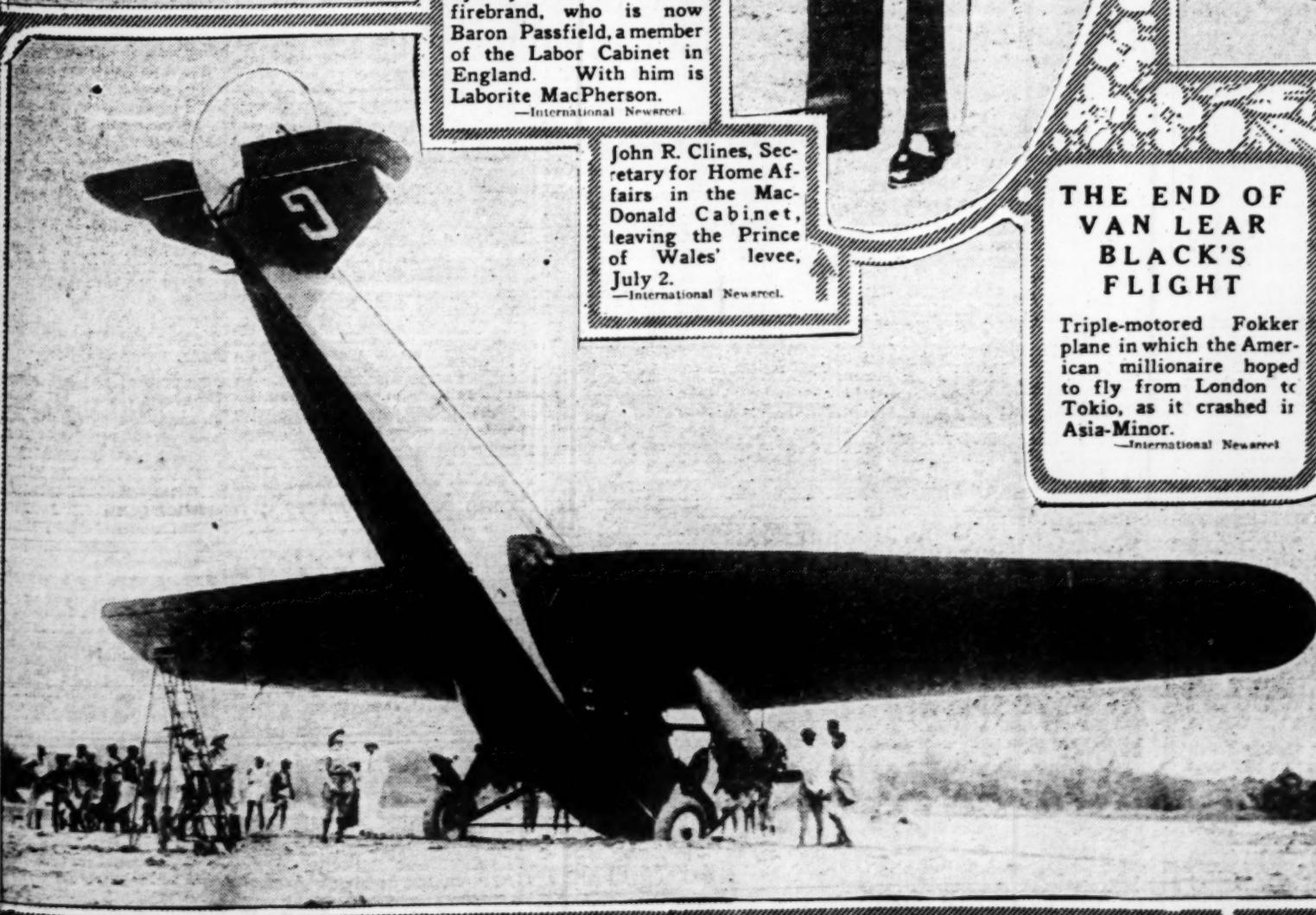
Soldiers at the Fort  
Sheridan horse show  
assisting Sergeant  
Wilson to display  
the keenness of his  
mount.  
—Underwood & Underwood.

TRYING  
FOR A  
NON-SKID  
STREET

Machine in use in  
Berlin which puts  
a design on the  
surface of the  
pavement.  
—Wide World.

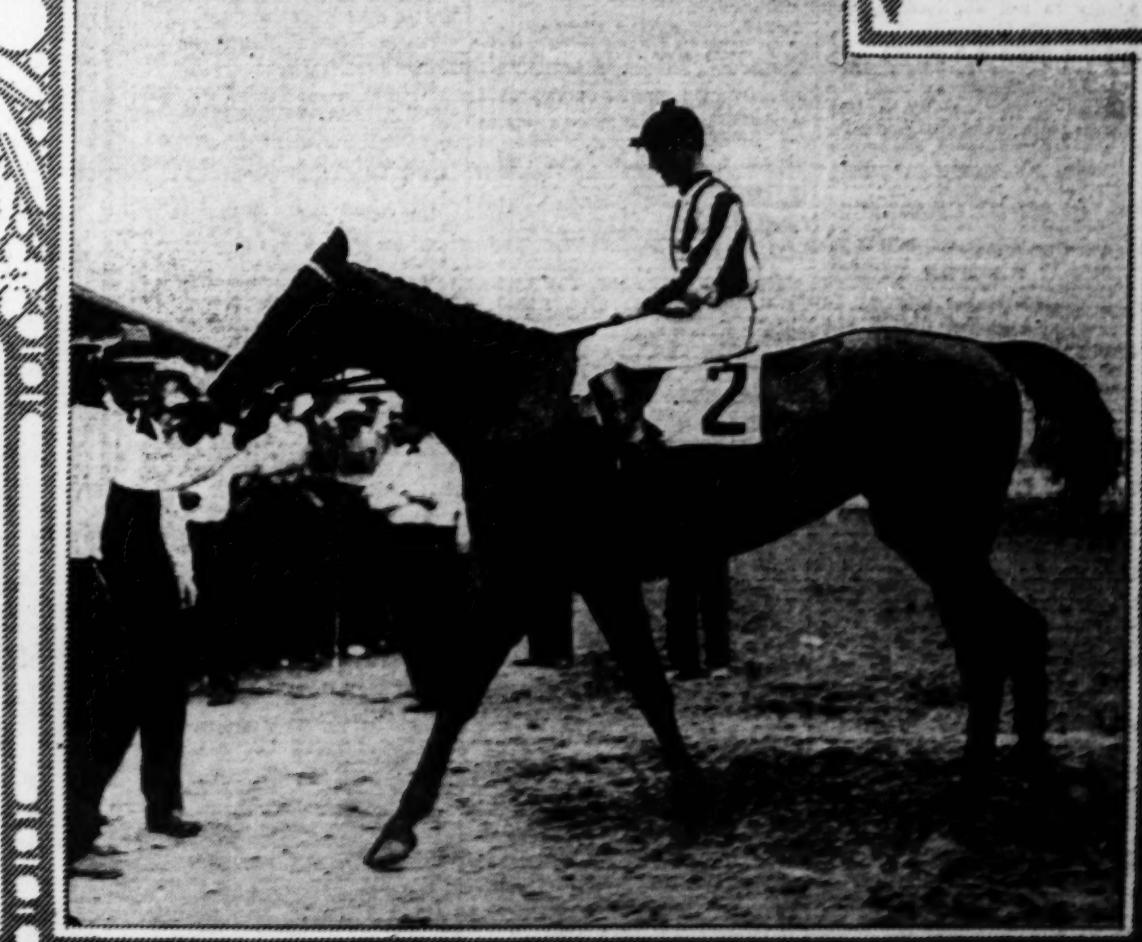


"ROSE OF  
SHARON"  
Champion filly,  
with jockey C. E.  
Allen up, just after  
winning the \$10,000  
Latonia Oaks  
stakes.  
—International Newsreel.



THE END OF  
VAN LEAR  
BLACK'S  
FLIGHT

Triple-motored Fokker  
plane in which the Amer-  
ican millionaire hoped  
to fly from London to  
Tokio, as it crashed in  
Asia-Minor.  
—International Newsreel.



STLEY  
s Move

of fire, why do you  
part of the paper?"

Smartley.

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artley explained. "A  
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## Meditations OF A Married Woman

By Helen Rowland

### WEARING TROUSERS

The last woman has got her wife wearing the trousers! No delinquent's summer wear robe is complete without her beach pajamas, overalls, bikini Knickers and riding breeches. Particularly her BEACH PAJAMAS!

Well, perhaps I'm becoming effeminate. But I've tried them all and never in my life have I been so utterly disappointed or so painfully uncomfortable.

For years I have secretly envied a man his clothes. Not for their intrinsic beauty, of course. I always knew there was no aesthetic reason for the eye-searing things that a man wears.

Look at a man in his shirt-sleeves, for instance—and what do you see? A waistcoat that wrinkles over the most shrinking front, and doesn't even come within hailing distance of his trousers in the back.

A shirt that bulges over the straightest military back, bounces in a haphazard, temerarious way over the belt, and crawls up in front, unless he is constantly holding his breath and tucking it in. And trousers that balloon around his hips like twin loving cups, and are held on only by a leather belt.

Only under the merciful covering of his coat, which seems to have been an after-thought, does a man look as though he were made "all in one piece."

And even then, when his trousers happen to creep up, you can see the bare legs where his socks are divorced from the rest of his garments.

Only, there is something so detached and "companionship" about a man's clothes! But I have always nursed the fond delusion that they WERE comfortable. And I have winced with self-consciousness every time a man got up on the platform and exorciated women for their sartorial follies, and her sufferings in the name of fashion.

Never again! I take it all back! Distance no longer lends enchantment to the trouser leg, now that it has ceased to be forbidden fruit.

You may have your trousers, Sister—but I'm going feminine! Next to a bad conscience, there is nothing so conducive to insomnia as a pair of pajamas that strangle your waist and wrap around your knees and give you horrible dreams even on a reducing diet.

Next to a mustard plaster, there is nothing stickier or hotter on a July day than a cute little pair of knickerbockers! Or a pair of overalls!

Give me my one-piece garments, my wild, free, sporty skirts, my flattering silk hose and my soothsilk lullaby gown! Don't tell me any more bedtime stories about the comfort and utility of men's clothes!

You can never give me back my beautiful lost illusions!

(Copyright, 1929.)

### Cottage Cheese

Serve slices of Hawaiian pine-apple lavishly sprinkled with cottage cheese and finely ground nuts on crisp lettuce with a boiled mayonnaise dressing.

Serve thick slices of peeled fresh tomatoes on a bed of watercress. Over the top sprinkle a generous layer of cottage cheese with a dab of mayonnaise in the center.

Make tiny balls of cottage cheese and roll them in finely chopped parsley. Serve on the side of the salad dish as a garnish to the vegetable salad. The balls may be rolled in paprika if red ones are desired.

Chopped green peppers and chopped onions with a suggestion of finely minced onion added to the cottage cheese will take the place of a salad in a plain home dinner. Serve in little sauce dishes as you would cold slaw.

### The Care of Silk

Never wring silk dry. Never dry silk in the sunshine. Never iron silk with a very hot iron.

Never allow silk things to become very soiled before washing. Never rub soap directly on silk. Make a suds of white flakes and work the silk up and down in them until the article is clean.

If you are taking the baby on a farm, make sure about the milk supply before you engage board. Take no risk with milk that is not perfectly sanitary.

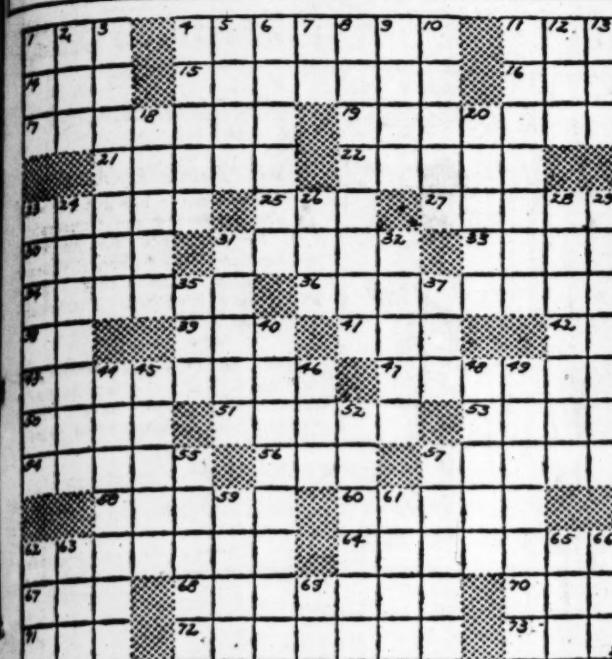
### Family Washing

carefully washed and  
ironed—9c lb.  
fluffed dry. Less than  
100 lb.

### Laundry Co.

4701-5 Delmar Forest 7390

## CROSS-WORD PUZZLE



**ACROSS:**  
1. Idol. 11. Cause to become prostrate.  
2. Soldiers employed in making trenches. 12. Trouble.  
3. Cuckoo bird. 13. Spread.  
4. Treachery. 14. The Turkish Government.  
5. Have a location. 20. Render firm.  
6. Abandon all hope. 23. Fish-eating bird.  
7. Having spots. 24. An important structure.  
8. Toys. 25. Mass.  
9. Vigilant. 26. Hermit.  
10. Blue-gray. 27. Small vanity boxes.  
11. Nocturnal bird. 28. strength.  
12. Valued. 29. Petulant fit of passion.  
13. Gastropod mollusk. 30. Made with "nes."  
14. A scombroid fish. 31. Kind of ship.  
15. Profound. 32. Looks styl.  
16. Amend. 33. Beverage.  
17. Gastropod mollusk. 34. Reflects.  
18. A scombroid fish. 35. Lyric poem.  
19. Made deeper. 36. Plead.  
20. Whether. 37. Authorize to receive.  
21. Cut off. 38. Forthwith.  
22. Portuguese coin. 39. Goad for driving cattle.  
23. Of scale. 40. Single.  
24. Lemon-colored. 41. Scorn.  
25. Held. 42. Bring to a standstill.  
26. A field. 43. Seed covering.  
27. Clasp with affection. 44. An individual.  
28. Sacrament. 45. Nobelman.  
29. Wants. 46. Parsonage.  
30. An Indian. 47. English school.  
31. Men. 48. Projecting crane arm.  
32. Inset. 49. Small deer.  
33. Calm. 50. Bushy plant of Japan.  
34. Rock of great 51. Enclosure.  
35. 52. Prefix, two.

### YESTERDAY'S ANSWER

11. Cause to become prostrate.  
12. Trouble.  
13. Spread.  
14. The Turkish Government.  
15. Render firm.  
16. Fish-eating bird.  
17. Small vanity boxes.  
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## Bobby Thatcher—By George Storm

The Uplifters



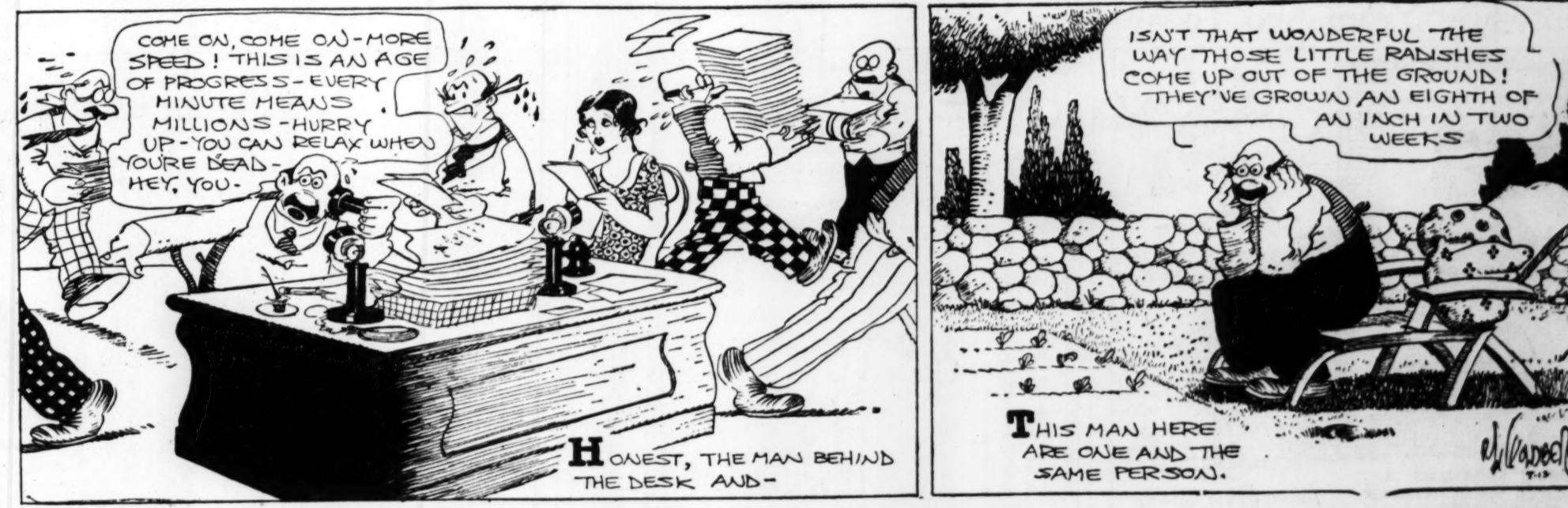
## The Nebbs—By Sol Hess

The Authorress

This Comic Appears as a Full Page in One of the TWO Comic Sections of the Sunday Post-Dispatch



## Man Is a Queer Animal—By Rube Goldberg



## The Days of Real Sport—By Briggs

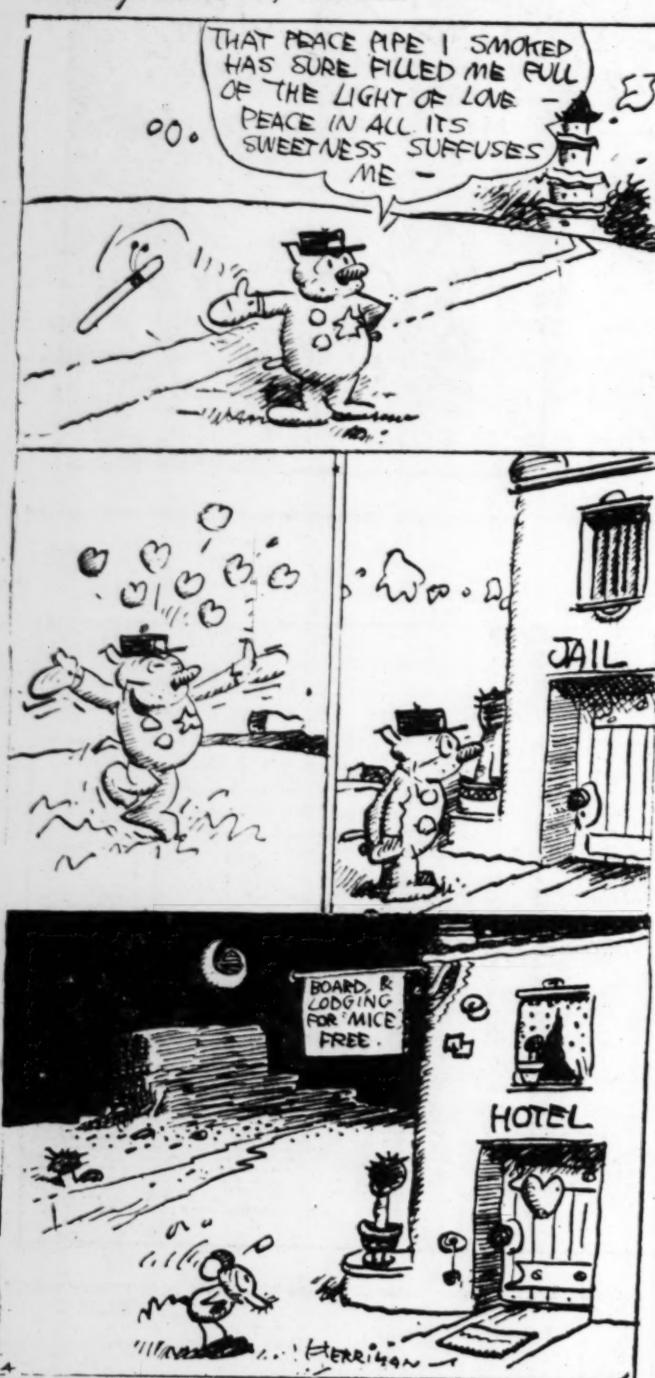
A Comic in Colors by Briggs, Appears Every Sunday in the Post-Dispatch



## Can You Beat It?—By Maurice Ketten



Krazy Kat—By Herriman



The Bungle Family—By Harry J. Tuthill



This Comic Appears as a Full Page in One of the TWO Comic Sections of the Sunday Post-Dispatch

Classified Advertising  
REAL ESTATE.....PART 8  
SALES .....PART 9  
HELPS, SERVICE..PART 10

VOL. 81. No. 311.

**STREET CAR RIDERS OVERCHARGED \$8,300,000 IN LAST TEN YEARS**

Excess Depreciation Allowance Taken From Fares Invested in the Property for Company's Benefit.

**MONEY IS GONE BEYOND RECOVERY**

City Asks for Accounting and Moves to Have Interest on the Amount Used for Car Riders' Benefit in Partial Reparation.

In a petition filed in Jefferson City yesterday, City Counselor Muench and Associate City Counselor Ferris appealed to the Missouri Public Service Commission for an order requiring the St. Louis Public Service Co. to make an accounting of more than \$8,000,000 taken from the depreciation reserve fund in the last 10 years, all or a part of which was invested in the plant, in securities or otherwise," that is, added to capital.

The amount in controversy is part of \$14,000,000 set aside as a depreciation fund from fares collected from car riders under authority of the commission, only approximately \$6,000,000 having been used for actual replacement of worn out and obsolete property, the real purpose of a depreciation fund.

In opposition to 10-cent fare, the City Counselor's petition was filed in furtherance of the city's resistance to the company's recent application for a 10-cent fare.

It is the position of the City Counselor that while there is no recovery for the car riders of the excess of \$8,000,000 over the actual depreciation requirements during the 10-year period, there is basis for hope that the Public Service Commission will require the company to alter its methods so that in the future it will put into the depreciation fund reasonable amounts to be invested on the \$2,000,000 which it has available for capital improvements, thus reducing the amount car riders are required to contribute for depreciation.

The City's petition sets out in detail the amounts put aside yearly for a period of several years for depreciation, and the cumulative balance in the fund, and asserts that although this amount was shown by the books of Receiver Wells to have been \$5,369,321.98 on Nov. 30, 1927, the last day of the receivership, the books of the Public Service Co. on the following day—the first day of its ownership of the property—showed the amount \$5,369,321 Vanishes Over Night.

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Col. A. T. Perkins, general manager of the street car company under Receiver Wells, yesterday gave the explanation that \$6,100,000 of this fund had been used legitimately for the construction of tracks, power houses and other improvements which were needed.

City Counselor Muench does not dispute the right of the company to invest its depreciation reserve in new property, but insists that if such an investment is made the company must carry it as a liability on its books, and must place the fund reasonable interest on the amount. In fact, the Public Service Commission authorized the investment.

**Interest Belongs to Fund.**  
"A depreciation reserve fund grows," Muench said. "It would not be good business to put the money away in a safe deposit box. A company such as the street railway company requires new capital from time to time and must draw the money and pay interest on it."

"There is no reason why it cannot borrow it from its depreciation fund, but it should account to the fund for the interest or earnings of the money. If the Public Service Co. had invested the \$8,000,000 in 6 per cent bonds, under the law it would be required to credit the fund with the interest it receives on the bonds, \$480,000. Using the depreciation fund, it should be required to pay into the fund the earnings accruing from its use."

**Partial Restitution Possible.**  
The practical effect of the success of the city's petition would be to require the setting aside of a smaller amount each year from

Continued on Page 2, Column 4.

Skippy—By Percy L. Crosby

No Peace for a Hater

This Comic Appears as a Full Page in One of the TWO Comic Sections of the Sunday Post-Dispatch



Twenty-Five Years Ago Today



Ella Cinders—By Bill Conselman and Charlie Plumb

Storm Signals

This Comic Appears as a Full Page in One of the TWO Comic Sections of the Sunday Post-Dispatch



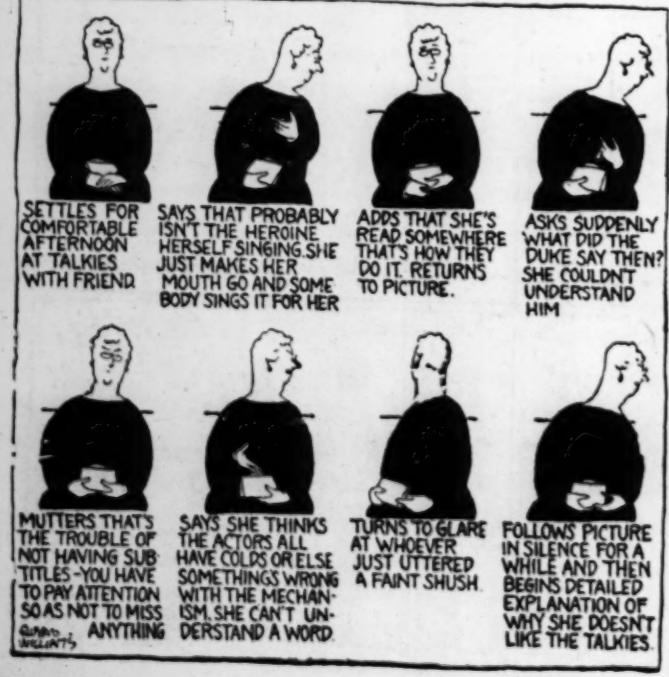
Dumb Dora—By Chic Young

This Comic Appears in One of the TWO Comic Sections of the Sunday Post-Dispatch



Snapshots of a Woman Who Used to Read Subtitles Aloud

By Guyas Williams



Bringing Up Father—By George McManus

This Comic Appears in One of the TWO Comic Sections of the Sunday Post-Dispatch

